IS THAT OF CONFIDENCE

WHEAT MARKET VERY |PREVAILING OPINION FEVERISH AND UNSETTLED

Early Decline Followed by Partial Recovery on Account of

NEW YORK, March 15.—Domestic Wheat markets were liberally susplied with conflicting influences early last week. Hence, it was only natural that the majority of traders were extremely nervous, and inclined to be unusually cautious in their deals. This caused them to confine themselves to small scalping operations for quick turns, and kept the market swinging back and forth in an exceedingly erratic fashion. The reluctance of traders to take sides for a long pull made the market extremely sensitive, so that any enlargement in the offering, resulted in a break, which was quickly followed by a raily on any sign of buying orders. The general trend was undoubtedly toward lower lovels, how, ever, owing to heavy selling by big professionals in the West, either for the purpose of taking in profits or to force prices to a lower level. As is almost invariably the case, the large Western professionals are apparently able to turn the market any way they see fit, and the early action of this week's market was simply another evidence of their "milking" ability.

Why the Market Was Sold.

The early selling was brought about pastly by unexpectedly lower cables,

why the Market Was Sold.

The early selling was brought about partly by unexpectedly lower cables, there being apparently nothing in the foreign position to justify important weakness abroad, especially in view of the moderate world's clearances, and the small addition to the quantity on passage. The fact that Argentina continues to ship liberally seems the only reason for a decline in Europe.

Selling in our interior markets was prompted to some extent by the Agricultural Department's report on farm reserves, the total—118,721,000 bushels—having exceeded general expectations by about 10,000,000. Nevertheless, it is well to remember that this total is far short of last year's—206,644,000 bushels—and is, indeed, much the smallest since 1905. Then, too, visible supply is comparatively small, so that after allowing a fair quality for home requirements for food and seed, we will have only a meagre surplus left for export up to the end of the cereal year.

When Prices Turned Upward.

When Prices Turned Upward.

When Prices Turned Upward.

Later the decline was arrested and Ereater firmness imparted by reports of an appreciable betterment in the milling cemand all over the West, and much better sales were reported, including liberal quantities for shipment after the opening of navigation to Eastern millers. At the same time, there was a marked improvement in the export inquiry, although limits were too low generally and prevented the accomplishment of much business. An important advance was checked, however, by reports that climatic conditions had been generally satisfactory in the winter wheat belt, and that up to date there is no indication of serious crop damage, although it is conceded that insect life has appeared in some localities.

In the last half of the week the wheat market was still declidedly feverish and unsettled, with prices fluctuating rapidly; but after all the net changes were inconsequential. Improvement was only prevented, however, by the huge exports from Argentine, the total cleared from that country being materially larger than anticipated. The recovery late in the week was caused partly by the poorer outlook in India, where the acreage is placed at only 21,000,000, against 29,500,000 last year. Firmness was also created by better commission house buying, especially in the West, prompted by reports of fairly active buying by domestic millers and renewed interest on the part of exporters.

The state of the control of the cont

THE STOCK MARKET OF THE WEEK

tial Recovery on Account of Better Milling Demand.

(From the New York Evening Post of Saturday.)

STOCK EXCHANGE TRANSACTIONS.

This Last Week, Week, Week, Week, Week, Week, Week, Staturday.)

STOCK EXCHANGE TRANSACTIONS.

**Last Two years Three week, Week, Week, Week, Week, Staturday.)

STOCK EXCHANGE TRANSACTIONS.

**Last Two years Three week, Week, Week, Week, Week, Staturday.)

STOCK EXCHANGE TRANSACTIONS.

**Last Two years Three week, W

On the 20th.

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sale and net changes of all securities sold on the New York Stock of the st

d	Exel	vidual s nange ti	ale al	ek. H	gh and low prices are also give	en for	the ful	1 year 1907
t	and	1908; 1907.		1908.	Week	endir	g Mare	h 14th. Net
t.		i. Low.				High.	Low.	(54 + 7k
y	4394	14	- 60	14	Allis-Chalmer Co., pr 1,400	1754 6778	145a 5114	17%+ 29% 55%+ 6
d	12114	4174	57% 5%	45%	Amalgamated Copper25,199	5	43.	5 + 161
	716 6019	34	623%	44	American Can, pr 2,500	49 31	*2816	*30%++ 1
¢	163	24% 78	32% 90%	8414	Am. Car and Foun., pr., 1,160	+891/a	*871/4	*89 + 214 18%+ 2%
c	111114	3214	41% 92	315 ₈ 551 ₂	Amer Locomotive pr 2900	38% 91	9044	01 -1- 16.1
ë	155	6814	7914	6650	Amialgamated Copper 25,109 American Can, pr 400 American Can, pr 2,500 Amer Car and Foundry, 10,200 Amer Car and Foundry, 10,200 American Locomotive pr 1,160 American Smelting 15,603 Amer Smelting pr 1,500 Amer. Steel Foundry 600 Am. Steel Foundry 430	6914 9414	6218 •9134	6856 + 656 •9356 + 156
t	1054	8134 45a	96	87% 4%	Amer. Steel Foundry 600	6	514	51/2-14
	4734	20	34 12014	2014	Am. Steel Foun., pr 430	31 12014	118	30 11934 + 34
f	137%	9254	115%	98% 105	American Sugar 13,355 American Sugar, pr 200	1151/8	115	115
1	10801	60	82 7416	7214 66	American Tobacco, pr. 1.510 Atchison 33,350 Atchison 3,580 Atlantic Coast Line 2,600 Baltimore and Ohio 16,330 Baltimore and Ohio 16,330	7416	7914 7014	*81 + 414 74 + 31/2
,	10154	78	8714	8374	Atchison, pr 3,580	8516	837s 6414	8514 + 114
۴	1339 ₈ 122	58 7594	7514 9014 8544	5914 7614	Baltimore and Ohio 16,330	67 8314	8074	$\begin{array}{c} 66\frac{1}{2} + 4\frac{1}{2} \\ 83\frac{1}{2} + 18\frac{1}{3} \\ 81\frac{1}{3} + 1\frac{1}{3} \end{array}$
*	9434 2044	75 8	85% 16	80 12		817a	8134	44-31
1	835	2674	4754	3714	Bethlehem Steel	451/4 57	42 5615	45 + 314 57 + 3
į	19514	50 138	15894	140	Canada Southern 200 Canada Pacific 20,260	1481/	•14237	*14634 + 176 29% + 134
	.56 16746	2314 931/2	32% 119%	2514 10314	Chesapeake and Ohio, 3,500 Chi., Mil. and St. Paul16,350	29 V 11938	11496	1150
	9214 5714	48	6.1	4854	Clev., Cin., Ch. and St. I. 2,500 Colorado Fuel and Iron, 11,700	49%	48% 17%	4914 78
	5774 3874	14 17	229a 26	1558 21	Colorado and Southern., 6.900	201/4	231/4	241/4-/1/4
	6334	41	54	1,044	Col. and South, 1st pr 2,830 Col. and South, 2d pr 4,850	54 441/4	52½ 42	5376+ 116 4416+ 256
	581 <u>4</u> 78	2914	441/2 35	2007 2714	Distilling Securities 4,550 Erie	32	29%	30% - 1%
•	4414 7535	1214 28	1714 3584	12 24%	Erie 1st pr 4.400	2014	121/2	$\begin{vmatrix} 16 & + & 276 \\ 29 & + & 316 \end{vmatrix}$
	67	20	2614	16	Erie, 1st pr	2014	18 94	2014 + 414 1814 + 694
i	14544	851/ ₂ 441 ₈	10316	87fff 281/4	Louisville and Nashville 7,500 Missouri Pacific 26,745	87	2134	04 - 04
1	13474	89 28	103	9014 2014	New York Central 41,400	3314	97% 30%	10114 + 314 3276 + 276
,	9214	56	70	58	Allssour; Pacific	6414	6014	6414+ 414 12758+ 316
	1891/2 14188	1034	12914 11894	10834		12814 11874	115/2	11816 + 216
	57 9974	15% 64	2314	17%	Pressed Steel Car. 3,145 Pressed Steel Car, pr. 2,000 Ry. Steel Spring. 5,000 Reading 921,000	221/s 80	21 73	221/8+ 11/8 79 + 8
į	5756	2116	33	0335	Ry. Steel Spring 5,000	33	29	3214 + 314
	1291/8	7019	111 84	92% 78	Reading	106 84	10014	106% + 438 84 + 4
	100	12 5014	18% 71%	14%	Republic Iron and Steel 11,120	1814	1684	18¼+ 1¼ 71 + 4
	301%	1117	1574	10%	Rock Island 11,200	14%	12	1176-1- 316
	6416 7734	26\2 26	30% 51%	2094	Sloss-Sheff, Steel and I. 3.655	26 51 m	2314 45	24%+ 1 61%+ 7
i de	103 9614	80 6314	7816	871/2 661/4	Republic Iron and Steel II,120 Republic I, and S, pr II,900 Rock Island II,200 Rock Island pr \$500 Sloss-Sheff, Steel and I. 3,65 Sloss-Sheff, S and I. pr. 500 Soutthern Pacific 7,500 Southern Pacific pr 300	92 7514	92	92 71%+ 4%
Š	11818	100	112	10636	Southern Pacific, pr 300	110	1008	110 + 1½ 11%+ 1½
Š	34 9414	10 2914	1314	91 ₈ 2514	Southern Railroad 9,750 Southern Railroad pr. 2800	1114 30	9% 27	
	5314	17	321/2 1285%	25%	Southern Pacific, pr. 200 Southern Railroad 9,759 Southern Railroad, pr. 2,809 Tennessee Copper 900 Union Pacific 635,990 Union Pacific, pr. 750 United States Rubber 2,509 U. S. Rubber 1st pr. 960 U. S. Rubber 1st pr. 960	3014 12614	27	301/2 41/2 125% + 81/8
1	96	100 75	8434	1101/2	Union Pacific, pr 700	50%	11716	8012- 16
ı	5234 10934	1314	26 881/4	17% 76	United States Rubber 2,500	211/4 821/4	1974 78%	$\begin{array}{c} 8042 + 42 \\ 2144 + 142 \\ 8244 + 334 \end{array}$
	7814	39	6114	42	U. S. Rubber, 2d pr 300	bti	50	56 +11 3456+ 354
1	50% 107%	2174 7914	34% 9518	27A4 8714	U. S. Rubber, 1st pr	9814	31 9434	98 + 2%
1	393s	1238	1814	16 87	VaCar, Chemical 600	171/2	1614 89%	$ \begin{array}{r} 98 + 2\% \\ 17\% + 1\% \\ 92 + 5 \end{array} $
ı	97	31	5314	43	VaCar. Chemical 600 VaCar. Chemical, pr. 1,000 Va. Iron, Coal and Coke 200	49	49	49 + 2
1	381/2	1416	1819	13	Wabash, pr 1,978	1614	1414	9 + 2 1612+ 314
J	• E	x-divide	end.	Total :	sales for the week, 4.018,700 share	S.		
d								

BOND MARKET OF THE WEEK.									
			Railway and Miscellaneous Bon	ds.					
		Sales	in the second of			Net			
High.	Low.	\$1.0	00.	High	a. Low.	Close, ch.			
9214	56	22	American Cotton Oil 4145	90	90	90			
691/4	6005	138	American Tobacco fours	67	6415	67 + 314			
105	96%	187	American Tobacco sixes	104	102	67 ± 316 104 ± 116			
8116	7814	1	Ann Arbor fours	7814	7814	7814- 15			
10114	25%	128	Atch., T. and S. Fe gen, fours	9834	5614	99 + 66			
76	74	-	Atlantic Coast Line, L. and N. fours	74	74	90 + % 74 - 1			
5314	99	5	Baltimore and Ohio prior lien 34s	9034	9014	9094			
100	9614	7	Baltimore and Chio gold fours	99	90	99			
9244	87	i	Part O P T F and W Va	90		100			
193	8334		B. and O., P., L E. and W. Va. fours		90	90 + 16 8676 + 76			
1(21)	9734	15	B. and O., Southwestern division 31/28	8676	8615	8674 78			
70	62	97	Central of Georgia Railway con, fives	10138	9915	101%+ 2%			
4514		13	Central of Georgia Railway first inc	60	6212	66 + 3			
3075	4415	44	Central of Georgia second inc	4514	441/2	451/2+ 11/2			
45	44	23	Central of Georgia second stpd	45	45	45 + 1			
33	27	41	Central of Georgia third p. stpd	33	27	45 + 1 33 + 6			
112	1071/4	- 6	Chesapeake and Ohio con, fives	109	10874	100 + 16			
16156	96	25	Chesapeake and Ohio gen. 41/2s	9814	9714	9834+1 80 + 14			
82	79%	10	Colorado Fuel and Iron gen. fives	80	80	80 - 14			
9076	(2)	29	Colorado and Southern fours	87	86	8616- 15			
7735	73	163	Colorado and Southern 448	7436	7814	74% + 214			
75	6434	180	Dist. Secur. Corp. fives	7214	68	7114 416			
61	44	13	Erie convt. fours, ser. A	51	46	5012 314			
56	40	7	Erie convt. fours, ser. B	45	40	45 - 5			
100	95	20	Louisville and Nashville unl. fours	9534	9554	96%+ %			
7484	68	4	Missouri Pacific fours	7434	7484	200 T .3			
99	89	- 2	Missouri Pacific tr. fives, 1917	89	89	74%+ 4%			
98	9214	3	N. Y., Ontario and Western fours	9414		89			
9714	9200	39	Norfolk and Western con. fours		941/8	9416+ 16			
843	78	90	Norfolk and Western evt. fours	953/4	95	25			
86	77	9	N. and W., P., C. and C. fours	8156	8118	8115+ 15 8516- 14			
9414	9114	82	Ponnoulumnia Dadland on tours	8514	85	8516- 14			
9114	88	226	Pennsylvania Railroad cvt. 31/2s. 1912	94	9014	94 + 1/2			
55	4315		Pennsylvania Railroad cvt. 31/28, 1915	9054	89%	90%+ %			
9514	9514	1	Seaboard Air Line fours	463/2	15	461/4 25/4			
93	8714	32	South. Carolina and Georgia first fives.	951/2	951/2	9516			
87			Southern Pacific ref. fours	89	5814	8855- 74			
	8334	10	Southern Pacific col. tr. fours	86	85				
95	8216	113	Southern Railway con. fives	85	83	85 + 21/2 87 + 1/2 85/6+ 11/2			
89	8214	9	Tenn. Coal and Iron gen. fives	87	87	87 + 1			
8716	- 83	683	Union Pacific cvt, fours	851/2	8314	8516-1114			
915	8514	1,790	United States Steel fives	91%	8894	9156+ 276			
90	8556	- 5	United States Steel s. f. fives, reg	90	90	90 + 2			
4736	3738	106	Wabash fours	4114	39	40 + 174			
1095	103	16	Wabash first fives	10314	10374	40 + 174 103 + 1/2			
94	86	12				86 - 116			
To	tal sa	les fo	r the week, including \$3,002,000 governmen	t and	munici	86 - 114			
Were	\$14 \$85	000		· · · · · · · · · · · · · · · · · · ·	munici)	par bonds,			

Railroads Are Doing Better Business, and Not So Many Idle Cars.

FOREIGN BUYING SIGNIFICANT

Securities Arc. However, Still Very Low, and Corporations Cannot Secure Advances.

Canno Scorre Advances.

MEW YORK, March 15—The prevailing opinion retreeted in the financondinge the conditions of affairvaries monthly to the conditions of affairvaries were monthly to the conditions of affairvaries were monthly to the conditions of affairvaries monthly to the conditions of affairvaries were accepted as settlinous,
that the returns a schaping to wardlast the condition of the conditions of the
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Financial.

ACTIVE ACCOUNTS

INDIVIDUALS FIRMS, CORPORATIONS SOLICITED,
COMMERCIAL PAPER DISCOUNTED
AND LOANS MADE ON NEGOTIABLE SECURITIES.

NATIONAL STATE BANK

1111 EAST MAIN STREET, RICHMOND, - - - VIRGINIA. INTEREST PAID ON SAVINGS DEPOSITS.

Auction Sales, Future Days. MONEY TO LOAN

By virtue of a deed of trust dated August 30, 1907, and recorded in Richmond Chancery Court, D. B. 195, D. p.
30, to the undersigned trustee, to secure
the payment of certain notes therein
described, default being made, and being required so to do, we will sell at
public auction, on the premises,
WEDNESDAY, MARCH 18TH, AT 5:30

Southern Railway.

TRAINS LEAVE RICHMOND.

B.—Following schedule figures pubed only as information, and are not
anteed.

Railroads.

ilshed only as information, and are not guaranteed.
7:00 A. M.—Daily—Local for Charlotte.
1:115 A. M.—Daily—Local for Charlotte.
1:115 A. M.—Daily—Limited—Buffet Pull.
man to Atlanta and Birmingham, New
Oricans, Memphis, Chattaneoga, and
all the South. Through coach for
Chase City, Oxford, Durham.
6:00 p. M.—Ex, Sunday—Keysville Local
11:30 p. M.—Daily—Limited Pollman ready
9:30 p. M. for all the South.
7 YORK HIVER LINE.
4:30 p. M.—Ex, Sunday—To West Point—
Confincting for Baltimore Monday,
Wednesday, Friday.
2:15 p. M.—Monday, Wednesday and Friday—Local to West Point.
4:30 A. M.—Ex, Sundays—Local to West
Frint, Trains Arrive Richmond

Point.

TRAINS ARRIVE RICHMOND.

A. M. 8:40 P. M.—From all the South.
P. M.—From Charlotte, Raleigh, Durham, Chase City and local stations.
A. M.—From Keysville—Local.
A. M.—From West Point, and from
Bultimore Wednesday, Friday and
stunday.

Battimore Weststand, Stunday, A. M., 5:45 P. M.—Local from West Point.

C. W. WESTBURY, D. P. A., 120 E. Main St. Phone 455.

Chesapeake & Ohio Railway

9:00 A. M. / Fast daily trains to Old Point,
4:00 P. M. (Newport News and Norfolk,
7:40 A. M.—Daily. Local to Newport News,
5:00 P. M.—Daily. Local to Newport News,
and Old Point,
2:00 P. M. (Daily: Louisville, Cincinnati,
11:00 P. M. (Chicago and St. Louis Pullman
| Single P. M.—Daily — Charlottesville, except
Sunday to Clifton Forge,
5:15 P. M.—Week Days—Local to Gordons—
Ville.

ville.

19:09 A. M.—Dally — Lynchburg: Lexington, Va., and Clifton Forge.

5:15 P. M.—Week Days—To Lynchburg.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.
From the East—8:250 A. M., 11:45 A. M., 100 P. M., 8:15 P. M. M., 11:45 A. M., 100 P. M., 8:15 P. M. M., 8:20 A. M., 7:45 P. M. Through—7:30 A. M. and 3:45 P. M. James River Line—9:325 A. M., 6:50 P. M. *Dally except Sunday.

ONLY ALL-RAIL LINE TO NORFOLK.
Leave Byrd Street Station, Richmond, In
offect December 1, 1995, FOR NORFOLK;
9:09 A. M. 3:09 P. M. and 7:25 N. GARNEY
FOR LYNCHBIRG, THE WES AND
SOUTHWESTS, 9:09 A. M., 12:10 P. M. and
9:40 P. M. daily, ARRIVE RICHMOND
Prom. Norfolk, 11:26 A. M. and 6:50 P. M.
daily, From the West, 7:40 A. M., 295 P.
M. and 8:50 P. M. daily, Fullman Parior
and Sleeping Carn. Cafe Diring
and Sleeping Carn. Cafe Diring
W. B. BEVILL,
Gen. Pass, Agent. Div. Pass. Agent.

Richmond, Fredericksb'g & Potomac R. D. SCHEDULE EFFECTIVE JAN. 8, 1908.

Leave Richmond | Arrive Richmond 46.10 A.M. Main St. Sta.
17.05 A.M. Byrd St. Sta.
17.05 A.M. Byrd St. Sta.
17.05 A.M. Byrd St. Sta.
19.20 A.M. Main St. Sta.
19.20 A.M. Main St. Sta.
19.20 A.M. Main St. Sta.
14.00 P.M. Byrd St. Sta.
14.00 P.M. Byrd St. Sta.
16.00 P.M. Byrd St. Sta.
18.20 P.M. Byrd St. Sta.

ASHLAND ACCOMMODATIONS-WEEKDAYS. Leave Elba Station-7.30 A.M. and 6.35 P.M. Arrive Elba Station-6.40 A.M. and 5.40 P.M.

*Daily, †Weekdays, †Daily except Monday.†Sundays only. †All Pullmans, no local stops. All trains to or from Byrd Street Station stop at Elba, Time of arrivals and departures not guaranteed. Read the signs.

Seaboard Air Line Railway.

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY. LEAVE RICHMOND DAILY,

9:15 A. M.—Local to Norlina, Raieigh,
Charlotte, Wilmington. 2:25 P. M.—Sleep6rs and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.

10:45 F. M.—Florida Limited. 12:55 A. M.—
Sleepers and coaches, Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCHEDULED TO

ARRIVE RICHMOND DAILY.

6:95 A. M.; 9:15 A. M., Florida Limited;

6:95 P. M.; 6:35 P. M.

Richmond and Petersburg Electric Railway

Cars leave Manchester, Seventh and Perry Streets for Petersburg: 0, 7, 8, 9, 10, 11, 21, A. M., 1, 2, *3, 4, 5, *55,45, *5, 7, 8, *9, 10 P. M. 11 P. M. for Chester; 12 midnight, for